

JOHN STEDDY WINBOLT, second son of the Rev. T. H. Winbolt, was born at Hadley on the 8th March, 1841. He was educated at King's College, London, and in 1860 entered at Trinity College, Cambridge, where he graduated in 1864, being 36th Wrangler of his year, and proceeded to M.A. in 1867. After serving articles to Mr. Peter Barlow, from 1865 to 1867, he obtained, in 1868, the appointment of Government Surveyor at Malacca, which post he held until 1871, when he entered the service of the Japanese Imperial Railways as Inspecting Engineer. He remained in Japan until 1873, when he returned to England in bad health.

In 1874 Mr. Winbolt entered the service of the Great Eastern Railway Company, and for the next six years was engaged as an Assistant to Mr. Alfred Langley, who was then Chief Engineer to that line. In 1881 he was appointed Engineer in charge of the Company's Western Division, with headquarters at Cambridge, first under Mr. Langley and subsequently under Mr. John Wilson, the present Chief Engineer. He retained that responsible post until 1895, when, in consequence of failing health, he was obliged to resign. He died at his residence, 13 Harvey Road, Cambridge, on the 6th January, 1903.

Mr. Winbolt was elected an Associate of the Institution on the 4th May, 1869, was subsequently placed among the Associate Members, and was transferred to the class of Members on the 26th April, 1887.

ARTHUR ERNEST BALDWIN, son of the late Mr. John Baldwin, was born at Warwick on the 1st January, 1854. After being educated at King's College, London, of which he became an Associate, obtaining the Freake Engineering Prize, he served a pupilage of four years under his father, who was at that time engaged as Contractor's Engineer on the construction of the Sharpness Docks on the Severn. On the completion of those works, the subject of this notice was employed on the construction of the Glaston Tunnel on the Kettering and Manton Railway, under the late Mr. W. H. Barlow, Past-President. This was a heavy and important piece of work, claiming continual attention and watchfulness. For some months in 1879 he was engaged as an Assistant Electrician at Messrs. Siemens' works at Charlton during the construction of the French Atlantic cable, and from July of that year he was employed on the construction of the new docks at Milford. His next appointment was that of Contractor's Agent for

the late firm of Messrs. S. Lake and Taylor, who then took over the dock works. Subsequently he became Consulting Agent and Engineer to the firm, all works in their hands being placed under his direction. He resigned that post to become Engineer to the Milford Haven Railway, and later Manager and Engineer to the Milford Haven Estate and Railway, which appointment he held until his father's death in 1891, when he retired from professional work.

Mr. Baldwin was a good organizer and administrator, far-seeing, and clear-headed, a geologist, and an antiquarian. For twenty-one years he served as Captain, first in the 5th Pembrokehire Volunteers and subsequently in the Pembrokehire Artillery Militia, in which latter he held the honorary rank of Major. He died at his residence, Ernesbrake, Southend-on-Sea, on the 26th May, 1902.

He was elected an Associate Member of the Institution on the 6th April, 1880. As a Student he contributed in 1876 a Paper "On Tunnel Construction and on the Sydenham Tunnel, London, Chatham and Dover Railway."¹

WILLIAM AITKEN DUFF, born on the 30th November, 1859, obtained his first practical engineering experience with Messrs. Robert Ward and Company, railway contractors, and with Messrs. P. and W. Maclellan of the Clutha Ironworks, both Glasgow firms. He then served a pupilage, from 1879 to 1884, to Mr. William Robertson Copland, of Glasgow, on water, drainage, pier and dock works. After being employed in 1884 by Mr. John Strain in the preparation of railway plans and in Parliamentary and field work, he went to Spain, where he assisted in laying out a line of 18 miles in length for Mr. Strain, from Tharsis to the mines of the Tharsis Sulphur and Copper Company at Calañas. Mr. Duff was next engaged on the construction of a section of the Manila Railway, on the completion of which work he went to Hong-Kong to report on petroleum and gold-mining prospects in the island of Timor. Returning to Manila in 1898 he started in business on his own account, being employed on harbour, dock and reclamation work, and remained there during the war between the United States and Spain. Latterly he acted as Consulting Engineer to the Manila Railway until his death, which took place on the 20th March, 1902.

Mr. Duff was elected an Associate Member of the Institution on the 1st December, 1885.

¹ Minutes of Proceedings Inst. C.E., vol. xlix. p. 232.